

short light signals followed by one long light signal, with short delays after the short light signals and a long delay after the long light signal. Such a signal represents the letter “U” in Morse Code. A similar code could be used for a slow-to-stop signal. In general, the U-turn signal would be on the front and rear driver side turn signal and the slow-to-stop or pull-over-to-stop signal would be on the front and rear passenger side.”

### **REMARKS**

The abstract of the disclosure was objected to for having more than 150 words. The substitute abstract above corrects that problem.

Claims 1-3 and 8-10 stand rejected under 35 U.S.C. 102(b) as anticipated by Evans (U.S. Patent No. 5,614,884). The Evans patent shows a turn signal circuit in which a driver can select either a signal of short duration or a signal of long duration. The driver picks one or the driver picks the other. They do not operate at the same time. They do not create a signal which is “easily distinguishable from a conventional turn signal.” The Evans patent, beginning in column 7, line 64, states:

“The short 15 second switches S1 and S3 are generally selected for short duration turns, such as lane changes. The longer 70 second switches S2 and S4 are chosen when the driver anticipates a long wait for a turn such as in a lane change during a traffic jam or at a long duration traffic light.”

The present invention, on the other hand, is designed “to operate in a manner easily distinguishable from a conventional turn signal” in the language of Claim 1 and Claim 8. Furthermore, Claim 2 and Claim 9 add that the circuit causes “the vehicle turn signal to operate in a combination of long and short light signals.” This is not one or the other as in the Evans patent, but both long and short signals “in a combination.” Claim 3 and Claim 10 add “long and short delays between the light signals,” something that the Evans patent does not consider.

Claims 4 and 11 stand rejected under 35 U.S.C. 103(a) over the Evans patent in view of Boxer (U.S. Patent No. 5,731,755). The Boxer patent does show the use of a special U-Turn indicator, but one that requires the modification of the exterior and general circuitry of

the automobile. These are not required for the U-Turn indicator of the present invention. The present invention works with an existing automobile exterior, with no need to modify the turn signal lights. The present invention only requires modifying the turn signal circuitry, something that can easily be retrofit into existing automobiles. Claims 4 and 11 add that the circuit causes the turn signals to "operate in a series of light signals and delays," but it refers back to Claims 1 and 8, which clearly distinguish over the Evans patent.

Finally, Claims 5, 7 and 12 stand rejected under 35 U.S.C. 103(a) over the Evans patent in view of Tan (United States Patent No. 6,043,740). Referring to Figures 3 and 4 of the Tan patent, it is clear that the solution offered by the Tan patent like the one offered by the Boxer patent requires extensive modification to the exterior of the automobile, something not required by the present invention. From the description, it is hard to tell exactly which of the pulse trains are applied to the turn signal and which turns the signal on and what turns it off, but it is clear that the result is not the coded long and short signal combination of the present invention.

It is believed that all of the claims are in condition for allowance and an early indication of the allowance of Claims 1 through 12 is earnestly solicited. Since the number and type of claims has not been changed, no additional fee is required. A request for extension and a check to cover the fee are enclosed. Please charge any additional fees which may be required or credit any over payment to Deposit Account No. 20-1123.

Respectfully,



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